

DEPARTMENT OF THE AIR FORCE
DETACHMENT FOUR, 313TH AIR DIVISION
APO SAN FRANCISCO, 96239

REPLY TO
ATTN OF: DDCO

31 January 1968

SUBJECT: Report of MSgt Staggs Visit to 13th & 7th AF.

TO: Project Hqs (ATTN: Col Shelton/Capt Bassett/Sgt Casto)
Det 1 (ATTN: Col Anderson/Sgt Schneider)

1. List of Contacts. 13th AF, Clark AFB, P.I.

Major Gilbert, Director Reconnaissance, 13th AF Hq
Major Wright, Joint SAR Center, 13th AF Hq
Major McCurry, 31st SAR Sq, Clark AFB
Major Ewing, Commandant, PACAF Jungle Survival School
SMSgt Jenney, NCOIC, PACAF Jungle Survival School
MSgt Ohman, NCOIC, Pararescue Section 31st SAR

List of Contacts. 7th AF, Tan Son Nhut, Saigon.

Major Shadburn, Hq 7th AF, Special Project Headquarters
Major Palenius, Hq 7th AF, Special Project Headquarters
LtCol Rudrud, 3rd Aero Space Recovery Group SAR
LtCol Reisner, Commander JSPPRC, Hq 7th AF
SMSgt Hawkins, Pararescue Standardisation, 3rd SAR Gp

2. The purpose of this visit was:

a. To confirm SAR services available and procedures, and to insure our training and policies are in line with theirs.

b. To check on equipment carried in SEA survival kits, vest and their use.

c. Confirm authentication procedures and recovery by SAR and JSPPRC.

d. Adequacy of our training versus what is being given to pilots bound for SEA duty.

3. SAR services available and rescue procedures:

a. After visiting with the SAR forces in SEA I believe that there is no limit to their effort in recovering a downed

USAF review(s) completed.

crew member as long as there is any hope, i.e. radio signal, smoke, visual sighting, etc. They have the fullest support from General Moymeyer and are provided with whatever task force aircraft needed to effect a rescue. With the new HH-53 helicopter with air to air refueling capability they have been able to effect rescues far into NVN.

b. One serious problem is that they do not have an effective night rescue capability. Currently they are trying to resolve this problem. Some problems have been experienced with people who do not use the radio properly, signaling, vectoring (rescue helicopter) procedures and don't know how to use the tree penetrator. This causes the helicopter to remain in the area often taking on heavy ground fire from small arms or lowering a pararescue man to the ground to assist the victim.

c. The procedures that we have been teaching and briefing the P.P. are in line with their procedures and operation. However, I believe there are some points that should be covered again with more emphasis.

(1) Use of the radio (it is a must that you know explicitly how to use radio).

(2) Radio malfunctions and how to correct.

(3) Proper procedures on how to vector the helicopter in for pickup using the compass and radio.

(4) Signaling; flares etc.

(5) Tree hangups - parachute and kit that has been deployed.

(6) Best places to conceal yourself while awaiting pickup.

(7) The importance of moving out of the area immediately or ASAP.

d. The SAR people feel that the chances of being rescued are excellent within the first 24 hours and if not recovered within 4 to 5 days your chances are very poor.

4. Equipment carried in survival kits.

a. The equipment presently carried by our P.P. in most cases is more adequate than what is being carried by the average pilot in SEA. Further, the O.D. colored parachute canopy is much better for concealment than either the solid

white or multi colored canopies. One problem does exist however and that is whenever the seat kit is deployed and a parachute landing is made in the trees the kit is often hanging up and causing the pilot much difficulty in lowering himself from the trees and also losing his kit. We recommend adopting the optional lanyard that allows the pilot the option to inflate or not inflate his raft. This would possibly help eliminate kit hang-up. The pilots in SEA are being briefed not to deploy their kit unless they are sure of landing in an open area. The 4 line cut test on the Cygnus parachute canopy (to provide our people with a steerable canopy) should be completed ASAP to assist in above problem.

b. Some new items of equipment discovered that should be considered for testing for possible inclusion in our seat kit are:

(1) The new Gyro Rocket Flare tree penetration produced by MBA. FSN 1370-078-6350 LY48.

(2) A small smoke flare that looks like a 35MM film can that is supposed to produce as much smoke as a day end of a MK-13 flare. (Signal, Smoke, Ground Red XM168)

(3) A small plastic water flask that holds approximately a half pint of water.

5. Authentication Procedures and Recovery by Joint Services Personnel Recovery Center (JSPRC). Lt Col Reisner, OIC JSPRC, Hq 7th AF presented an outstanding briefing on how their function works. Although they have not had too much success in recovering personnel they do have the capability i.e. Special teams trained in searching jungle terrain, the Fulton recovery system and whatever military forces they deem necessary. They also keep track of P.W.s and interview all successful escapees or P.W.s that have been released. They check the safe areas weekly by aerial reconnaissance to determine if any one has put out a code letter of the month or any other type of signal.

6. Training being given to pilots assigned to SEA. The PACAF Jungle Survival School is responsible to train each aircrew member assigned to SEA. My visit to the school was a tremendous help to me to update our briefings and procedures given to the P.P. The school is getting the latest information available on rescue, equipment, E&E and SAR procedures. Many of the pilots who have bailed out in V.N. and have been

rescued are returning to the school to allow the school staff to interview them. The jungle area used for their field phase of training is very similar to that found in V.N. and N.V.N.

Recommendations:

- (1) That TSgt Schneider be given the opportunity to attend the PACAF Jungle Survival School to update his training.
- (2) That the jungle survival training previously considered for the P.P. in Hawaii be rescheduled.
- (3) That in the future a periodic visit paralleling this one be made to allow us to stay current, and to provide us with the latest information to train the P.P. with.

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